



2018 UCI ANNUAL MEETING

VDOT ITEMS OF INTEREST

JULIE BROWN, DIRECTOR LAD

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AUGUST 21, 2018

Today's Agenda

- **Legislative Update**
- **Special Funding Programs**
 - **Revenue Sharing**
 - **Access Programs**
 - **Transportation Alternatives**
- **Urban Maintenance Program**
- **SGR/Primary Extension**
- **Performance Reporting**
- **Other VDOT Initiatives**
- **Qualifications Program**

UCI ANNUAL MEETING

UCI LEGISLATIVE UPDATE

Legislative Updates

- **HB765: PASSED**
 - **Funding Bill.** Amongst other things, this bill sets limitations on the available funding for the Revenue Sharing Program in legislation.
- **SB622: PASSED**
 - **Provides dedicated funding for utility undergrounding under certain circumstances.**
- **HB302: BILL LEFT IN COMMITTEE**
 - **Requires Counties with populations of 100,000 or over to take over maintenance responsibility of their roads and receive funding under urban code section.**

Legislative Updates (Continued)

Budget Bill Amendments: NOT APPROVED IN FINAL BUDGET

- **Urban Maintenance Increase (SB29 – Item 453#3s).**
 - Requires the Urban maintenance payment budget to increase at the same rate as the CPI and eliminate one time reduction.
- **Urban Maintenance Set-aside (HB30 – Item 453 #3h).**
 - Requires \$3M to be set-aside out of VA Beach's urban maintenance payments for the installation of a sound wall on Route 13.

Past Approved Legislation Update

- **2016 Appropriations Act - Consolidating Formula Funding**
 - **Worked with localities and District management to determine:**
 - If the project(s) can be fully funded and advanced to construction
 - If the project scope can be revised to reduce costs (while still meeting “purpose and need”) and advance to construction
 - If formula funding on a project (surplus or not) should be transferred to advance a project within the jurisdiction or district
 - **All unspent formula funds was utilized in one of the following manners:**
 - Fund deficits on completed projects
 - Cover non-participating charges on projects eligible to receive the respective formula funding (state formula only)
 - Fully fund active projects that will remain in the SYIP
 - Help fund active projects that will remain in the SYIP AND will be seeking additional funds through other programs in order to fully fund the project
 - Remaining funds should be transferred to the District Formula Fund Balance Entry (list provided on separate page)

Past Approved Legislation Update (Continued)

- **HB 2023 – Payments to Cities and Towns for moving-lanes converted to bicycle lanes**
 - Moving-lane miles converted after July 1, 2014
 - Requires Professional Engineer Certification
 - Conversions are limited to 50 lane miles or 3% of the municipalities total lane miles
 - Updated Chapter 2.5.3 of the Urban Construction and Maintenance Policy and Guidance Manual (aka Urban Manual)
 - Reminder that any conversions of thru lanes receiving payments to bicycle or transit-only must follow the U-1 process outlined in the Urban Manual

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LAD PROGRAMS UPDATE

Local Programs Administered by Local Assistance Division

Revenue Sharing	Access Programs (EDA, Rec, Airport)	Transportation Alternatives	Rural Rustic Roads
Outreach	Local System (Urban/ Secondary)	Federal Lands Access Program	SGR/Primary Extension/High Volume Unpaved
Urban Construction Initiative	Compliance Assessments	Locally Administered Projects/Programs	Misc Coal Severance ARC Access VA Byways

- + Safe Routes to School (SRTS) – Transportation and Mobility Planning
- + Highway Safety Improvement Program (HSIP) – Traffic Engineering

Revenue Sharing Program Overview

Program Facts:

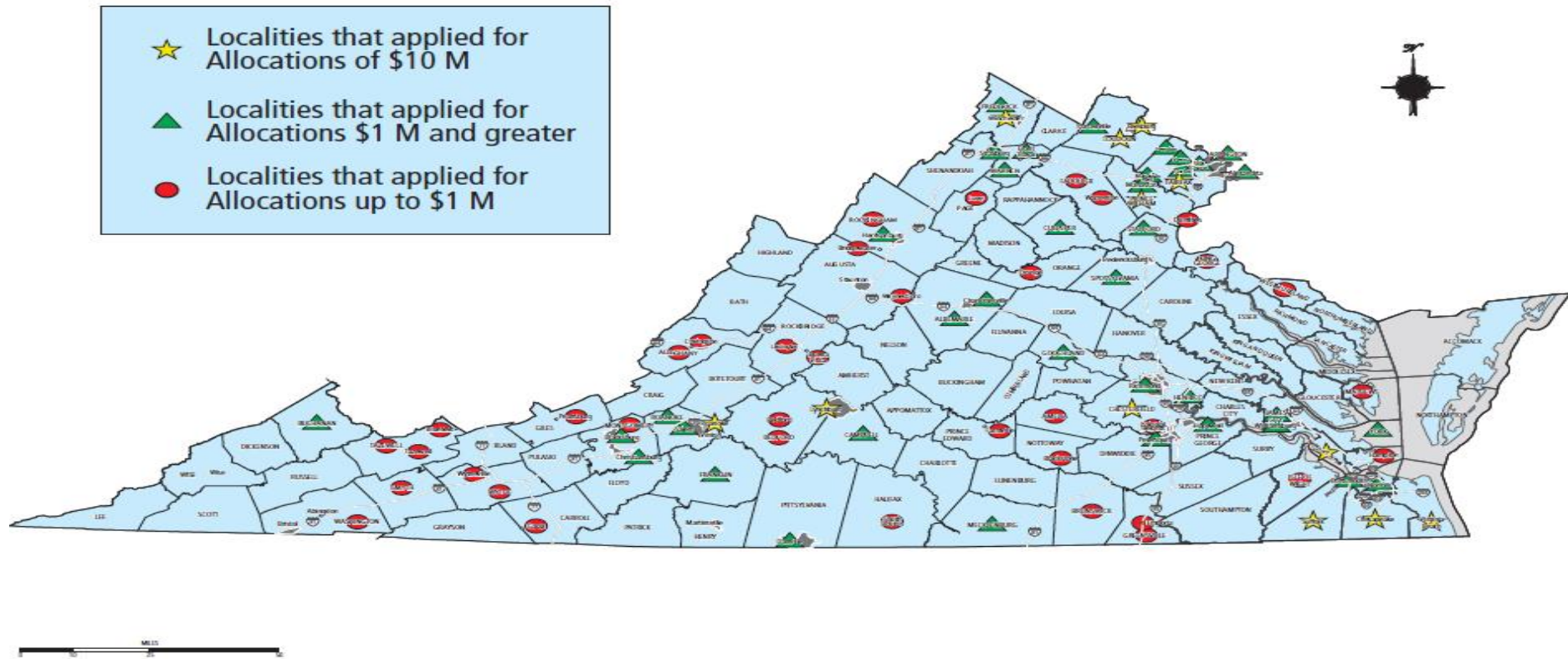
- **50/50 matching program**
- **Open to Counties and Cities and Towns in the Urban System**
- **Program allocation up to \$100 million**
- **Locality Limit \$5M/Year-Lifetime Project Limit \$10M**
- **Stricter Transfer Limits in Place based on update**
- **Projects prioritized based on Code**
 - Project previously received Revenue Sharing funds
 - Project meets Statewide Transportation need or receipt of funding will accelerate project in locality's capital plan
 - Project addresses pavement or bridge deficiency

FY19 & 20 Revenue Sharing Program Recommendation

- Total Requests: **\$246.7M**
- Budget for FY19 & 20 Revenue Sharing: **\$200M**
- Funds Previously De-allocated by CTB: **\$17.2M**
- Total Available for FY19 & 20 Requests: **\$217.2M**
 - Request meeting first priority criteria – fund at 100%
 - Requests in Priority 2 – fund up to first \$1M per locality at 100% and pro-rate requests over \$1M at 91.8%
 - Insufficient funding available for third priority or other requests

FY19 & FY20 REVENUE SHARING REQUESTS

Localities That Applied



FY19 & 20 Revenue Sharing Program Recommendation

District Breakdown

DISTRICT	# Localities	# Projects	Total Recommended
Bristol	4	5	\$412,924
Culpeper	6	28	\$14,847,060
Fredericksburg	4	9	\$8,649,174
Hampton Roads *	12	35	\$48,984,443
Lynchburg*	5	20	\$13,959,149
Northern Virginia *	14	35	\$58,348,251
Richmond	10	43	\$34,207,563
Salem *	9	22	\$17,014,009
Staunton*	12	24	\$20,738,627
TOTALS	76	221	\$217,161,200

* Denotes Districts with locality(ies) requesting \$10M

Revenue Sharing Next Steps

- Applications for FY21 and FY 22 accepted next year
- Next Cycle will include a pre-application
- Pre-applications likely due in spring (May-June review)
- Final applications due October 1st
- Continued focus on schedules and projects progressing

Access Roads Program

Economic Development

Recreational

Airport

- Provides funding to upgrade existing roads or construct new roads serving new or expanding economic development sites, recreational / historical sites, and public-use airports
- Application deadline – open
- Significant Focus on Economic Development Access Program
 - Presentation to CTB in September highlight bonded program and VEDP role
 - Localities need to work in coordination with District to brief District CTB member prior to CTB action

Surface Transportation Block Set-Aside Grant Program (Transportation Alternatives)

- ▶ Intended to improve non-motorized transportation, enhance the public's travel experience, revitalize communities and improve the quality of life.
- ▶ Application Deadline – October 1st every (now on a 2-year cycle)



Transportation Alternatives Program

- Available funding includes Transportation Alternatives (TA), Safe Routes to Schools (SRTS), and a Recreational Trail Programs mandatory set-aside
- This is a federally funded reimbursement program
- 10 eligibility categories
- The program requires a 20% local match
- In-Kind match is acceptable (upon VDOT review and approval) and can include professional services, land value, and donated materials
- In general, other transportation funds cannot be used to match these funds
- These are typically locally administered projects

FY19/20 Application Summary - TA

Received November 1, 2017

134 Eligible Applications requesting ~ \$66.1M

3 Withdrawn ~ \$1.5M

Allocations FY19/20 ~ \$40.2M, after Rec Trails distribution

<i>Allocation Distribution</i>	
MPO/TMA Areas	<i>\$12.2M</i>
District Members	<i>\$18M (\$2M per District)</i>
At-Large Members/Secretary	<i>\$10M</i>
Total	<i>\$40.2M</i>

FY19/20 Transportation Alternatives Program Update

FY 19/20 Application Summary

- **134 Applications received (3 withdrawn)**
- **86 requests recommended for full funding**
- **6 requests recommended for partial funding**
- **39 requests recommended for no funding**

Note: 3 received funding through other programs

FY19/20 Transportation Alternatives Program Update

District Breakdown

<u>District</u>	<u># of Requests</u>	<u>Amount Requested</u>	<u># Selected</u>	<u>Total Allocations</u>
Bristol	12	\$3,829,523	9	\$2,387,399
Culpeper	8	\$4,381,723	7	\$4,098,673
Fredericksburg	2	\$1,945,880	2	\$1,945,880
Hampton Roads	27	\$13,000,300	18	\$7,729,462
Lynchburg	9	\$3,154,681	9	\$3,154,681
Northern Virginia	19	\$14,662,378	15	\$8,225,750
Richmond	24	\$11,150,087	14	\$5,874,599
Salem	14	\$7,257,887	7	\$3,073,830
Staunton	16	\$5,456,798	11	\$3,416,456
Total	131	\$64,839,257	92	\$39,906,730

Transportation Alternatives Next Steps

- Applications for FY21 and FY 22 accepted next year
- Next Cycle will include a pre-application
- Pre-applications likely due in spring (May-June review)
- Final applications due October 1st
- Continued focus on schedules and meeting federal obligation and projects progressing

Urban Maintenance Program Local Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/ deletions

Payment - General

- Payments based on moving lane miles (available to peak-hour traffic)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

Payment Categories – Based on Functional Classifications

1. Principal and Minor Arterial Roads
2. Collector Roads and Local Streets

Proposed FY19 Urban Local Maintenance Payments

- **Urban (84 Cities and Towns)**

- Overall Urban Budget ≈ \$ 386 M

- Payment Rates:

- Principal and Minor Arterial Roads = \$ 21,690 per lane mile
 - Collector Roads and Local Streets = \$ 12,735 per lane mile

- Arterial Lane Miles: 5,954

- Collector/ Local Miles: 20,119

- **Overweight Permit Fee Revenue**

- FY18 Urban Distribution ≈ \$ 177,237

- Equivalent to \$6.79 per lane mile

- **Continue \$1M to Chesapeake to address additional costs associated with movable bridges (payments began 2005)**

State of Good Repair (SGR)/Primary Extension Paving Program Criteria

- **Accept applications on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects**
 - Maximum request of \$1M per locality, per year
 - Roadway must have Combined Condition Index (CCI) rating of less than 60
 - Projects must be advertised within 6 months of allocation
 - Maintenance of Effort Certification required
- **Prioritize projects for funding based on technical score that considers pavement condition, traffic volume, and past expenditures**
 - Pavement condition (CCI) – 45%
 - On the National Highway System (NHS) – 10%
 - Traffic volume – 30%
 - Prior expenditures – 15%
- **Same criteria used to select projects for CTB Formula and State of Good Repair funding**
- **The SGR local program is currently exempt from the federal process until FY2021**

FY19 SGR/Primary Extension Paving Applications: General Information

- **Call for applications on November 9, 2017**
- **All applications due by January 31, 2018**
- **First year applications were entered using VDOT's Smart Portal**
- **Scored 162 applications with requests over \$41.9M**
- **Applications received from 48 localities representing all 9 districts**
- **Funding for locality's primary extensions available from both State of Good Repair (SGR) funds and CTB formula funds**
- **Prioritized and selected primary extension projects using SGR funds first followed by the CTB formula funds**
- **75 total paving projects will tentatively receive funding representing 33 localities**

State of Good Repair (SGR) Funding for Primary Extensions

- Each District has a set percentage of SGR funding dedicated to Locality pavement projects
- \$6.9M estimated available for FY19 local SGR pavement projects (Primary Extension)
- Recommend funding projects in priority order until funding exhausted; based on current estimates this will:
 - Fully fund 19 local paving projects
 - Partially fund 9 local paving projects

(Note: The 9 partially funded projects also reviewed for CTB Formula Funding)

CTB Formula Funding for Primary Extensions

- **Set aside of 14% of CTB formula funds for pavement designated for municipality maintained primary extensions**
 - **\$14.4 M available**
 - **Recommend funding projects in priority order until funding exhausted; based on current estimated CTB formula funds this will:**
 - **Fully funding the top 56 scoring remaining applications which includes 9 carryovers from SGR (Funds all remaining applications with total scores of 50.7 and above)**
- **Localities in all 9 districts receive additional funding**

SGR – Scoring Process – Bridges (Locally Owned)

- Accept applications on an annual basis to support bridge rehabilitation, or reconstruction projects
 - Bridge must be structurally deficient
 - National Bridge Inventory Only
 - The bridge must not have been replaced or undergone a deck and/or superstructure replacement during the ten (10) years prior to the date of application
 - Proposed work must take bridge out of structurally deficient status
 - Localities must be current on bridge inspections
 - Starting in 2021, the prior fiscal year bridge maintenance expenditures, as reported to the Weldon Cooper Center, to be a minimum of 2%
 - Project receiving funding under this program must initiate the Preliminary Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation
- Prioritize projects for funding based on technical score that considers bridge prioritization and cost effectiveness

SGR Locally Owned Bridges – Second Round Selections

Funded for 6 years (FY2019–FY2024)

- **Selected by formula**
- **Funding programmed according to schedules (to the extent possible)**
 - Localities to refine project schedules as necessary

State of Good Repair Projects well distributed

- **28 total structures funded (21% of total)**
 - 134 Locally Owned Structurally Deficient Structures as of July 1, 2017
 - 22 Locally Owned Structurally Deficient Structures identified as being funded with other funding sources
- **15 of 40 eligible localities have structures funded**
- **Type of work**
 - 18 Replacement
 - 10 Rehabilitation

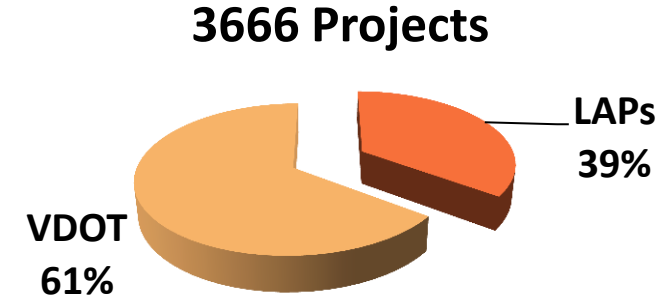
UCI ANNUAL MEETING PERFORMANCE REPORTING

Statewide LAP Program Snapshot

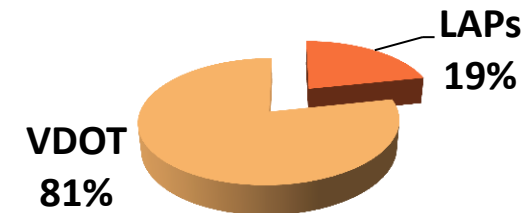
District	Projects	% of LAP Projects	CN \$	% of LAP CN \$
Bristol	390	11%	\$ 1,171,249,810	7%
Culpeper	281	8%	\$ 645,515,484	4%
District-Wide	3	0%	\$ 50,646	0%
Fredericksburg	205	6%	\$ 907,258,159	6%
HR	620	17%	\$ 4,411,796,171	27%
Lynchburg	297	8%	\$ 502,375,337	3%
Northern VA	490	13%	\$ 3,418,492,895	21%
Richmond	574	16%	\$ 1,706,637,801	11%
Salem	352	10%	\$ 1,257,402,269	8%
Statewide	50	1%	\$ 1,113,804,524	7%
Staunton	404	11%	\$ 936,535,697	6%
Total	3666	100%	\$ 16,071,118,793	100%

*Table values represent all current “Active” projects in VDOT’s Project Pool application

LAP Percent of CN Projects

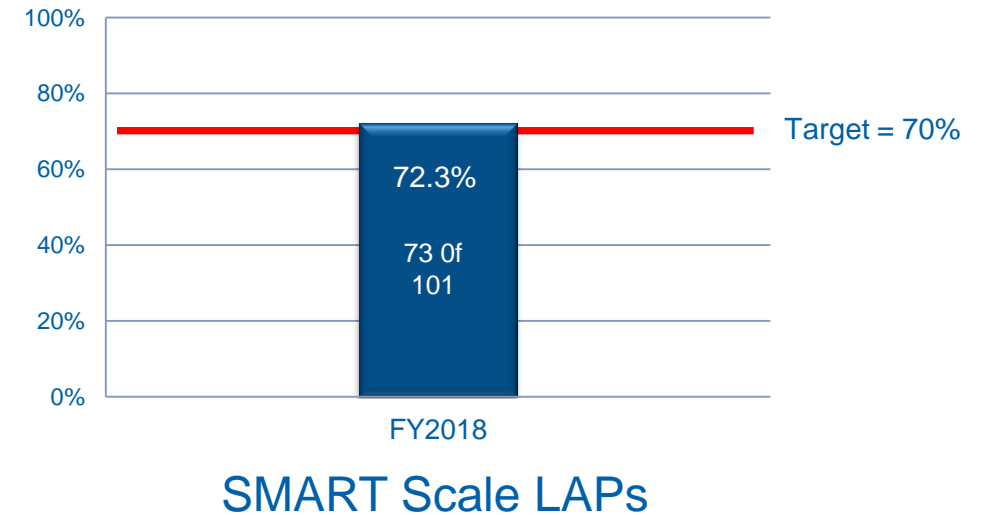
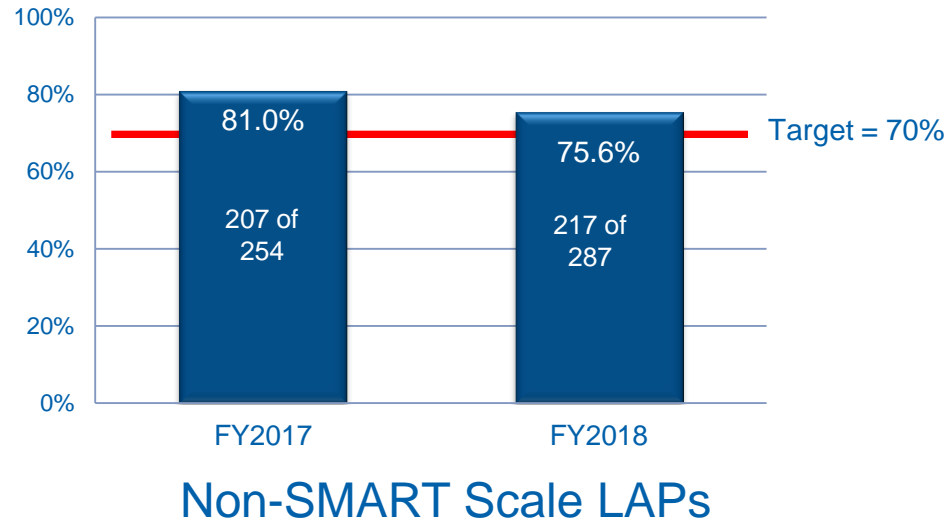


LAP Percent of Construction \$\$ \$16,071,118,793



Performance Reporting

FY 2018 On-time Advertisement of Locally Administered Projects (Statewide)



VDOT Dashboard

- Data is tracked and reported utilizing information available from the VDOT project/program management applications (Pool, iPM, PWA, PCES, etc.)
- Data accuracy is reliant on close communication and regular coordination between the LPA PM and VDOT PC
- Target 70% (same as VDOT projects)
- *New for 2019* – localities now have the ability (and responsibility) to enter construction information via the SMART Portal “NVAP” module (feeds data directly to Dashboard)

Performance Reporting

Construction Advertisement Commitments

	Non-UCI Localities		UCI Localities		Combined	
	#	\$	#	\$	#	\$
CY2014	118%	77%	81%	88%	104%	81%
CY2015	141%	108%	122%	61%	117%	93%
CY2016	98%	116%	73%	95%	90%	109%
CY2017	119%	152%	135%	123%	121%	134%
CY18 (thru 8/15/18)	82%	49%	97%	115%	62%	47%

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OTHER VDOT INITIATIVES

VDOT INITIATIVES (COMMISSIONER'S VISION)

Execute the Program

Ensure we have sustainable pipeline of projects

Maintain our assets

Operate our system more efficiently

Be Innovative

Maintain highly trained work force

Business focus

Ensure transparency

Safety

VDOT INITIATIVES

BUSINESS PLAN UPDATE

DASHBOARD

PILOT FOR ELECTRONIC SIGNATURES FOR AGREEMENTS

QUALIFICATIONS PROGRAM

Local Programs Workshop

alacy@ x 15 Commonwealth of Virginia x Local Assistance Division x

secure | www.virginiadot.org/business/local-assistance.asp

Commonwealth of Virginia

VDOT Virginia Department of Transportation

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The Virginia Department of Transportation's (VDOT) Local Assistance Division develops policy and provides guidance for special funding programs and other programs that impact work performed by localities, and serves as a liaison to local governments.

The division also:

- Manages several special funding programs
- Manages urban system changes
- Manages the local assistance payments program
- Provides oversight for locally administered projects
- Coordinates the urban construction program

Email Update Sign-up

VDOT's Local Assistance Division offers email notifications when we update our web pages. Sign up to be notified when we post revised guidance, letters to local governments or training opportunities. [Sign up!](#)

Network for Success

Local Programs Workshop

VDOT Virginia Department of Transportation

Save the Date! The 2018 Local Programs Workshop will be held on September 18-20, 2018 at the Hotel Roanoke, click [here](#).

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QUALIFICATIONS PROGRAM UPDATE

Why Develop a LAP Qualification Program?

- FHWA requires localities to provide a full-time local government employee who is responsible for all major project decisions regardless of use of consultants.
- VDOT is responsible for reviewing a locality's capabilities
- Encouraged through FHWA Every Day Counts initiatives
- Increasing numbers of projects are locally administered in Virginia

Qualification Program Concept

- Potentially replace/modify VDOT's existing RtA process for evaluating locality capability
- Set series of trainings to provide a fundamental level of knowledge for LPAs
- Required for LPAs that request to administer federal aid projects
- Re-qualification process

Virginia's Vision – Big Picture Idea

- **Two prong approach to the Program**
 1. Establish a statewide qualification process-
 2. Establish a statewide certification process (future goal)
- **A consistent evaluation process for LPAs**
- **A consistent training schedule for LPAs**

National Perspective

States with existing programs:

- Arizona
- Florida★
- Georgia★
- Louisiana
- Maine
- Missouri
- New Hampshire
- Ohio★
- Oregon
- Texas★
- Washington State

Qualification Program Benefits

- **Compliance**
 - Limit federal project administration to those with demonstrated knowledge/experience
 - Risk mitigation
 - Ensures locality responsible person understands federal regulations and guidelines
- **Resource reduction**
 - Allows STAs to reduce oversight for LAPs (fewer high oversight projects)
- **Consistent Training**

Advisory Committee Members

- **Jesse Smith – Chesterfield County**
- **Katie Shannon – City of VA Beach**
- **Tom Hartman – City of Harrisonburg**
- **Laura Craft – Town of Wise**
- **Steve Carter – Nelson County**
- **Todd Minnix – City of Fairfax**
- **Keith Barker – Town of Galax**
- **Rob Tieman – PMO, VDOT**
- **Ian Millikan – Construction, VDOT**
- **Rob Ridgell – Fredericksburg District, VDOT**
- **Bud Siegel – NOVA District, VDOT**
- **Mark Riblett – Richmond District, VDOT**
- **Gilberto DeLeon – FHWA**
- **LAD Staff**

Schedule for kicking off program

- ✓ **Research other states – May 2018**
- ✓ **Assemble Advisory Committee – July/August 2018**
- **Develop program framework – Fall 2018**
- **Develop program training content for 1st part – Spring 2019**
- **Draft role out of program – Fall 2019**

